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Automobile Driver On-Road Performance Test

Volume III—Examiner's Manual

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16. Abstract <p>This report provides procedures for administering and scoring the Automobile Driver On-Road Performance Test (ADOPT). The ADOPT checks 21 separate driving performances. Performances are checked at pre-determined locations along a 10-minute route and are scored against specified criteria. The highly objective scoring system produces correlations across examiners in excess of .8 and correlations across routes in excess of .7.</p> <p>The ADOPT is primarily a measure of skill. While many of the performances checked do not require skill to perform (e.g., signaling, mirror checks), a high level of skill is required to perform them and maintain control of the vehicle at the same time. The ADOPT as a whole correlates approximately .5 with a measure of the vehicle handling skills.</p>			
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METRIC CONVERSION FACTORS

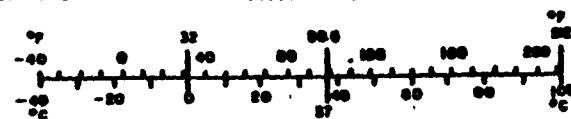
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
cu ft	cubic feet	0.03	cubic meters	m ³
cu yd	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

* 1 in = 2.54 exactly. For other exact conversions and more detailed tables, see NBS Mon. Publ. 285, Units of Weight and Measure, Price \$7.25, SO Catalog No. C13.10.285.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	ac
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	st
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	36	cubic feet	cu ft
m ³	cubic meters	1.3	cubic yards	cu yd
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



PREFACE

The Automobile Driver On-Road Performance Test (ADOPT) is intended for use by State departments of motor vehicles as a licensing road test. The ADOPT was developed by the National Public Services Research Institute (NPSRI) for the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), under Contract No. DOT-HS-9-02092. Principal Investigators during various phases of the project were Drs. Kenard McPherson, A. James McKnight, and Mark Lee Edwards.

The project staff is grateful to Dr. Stephen V. Versace and Michael F. Smith, NHTSA Contract Technical Managers, for their guidance throughout the project. We acknowledge the contributions of the Project Advisory Committee members, who graciously provided their time and advice to the staff. Committee members were: Wayne Green, Nebraska Department of Motor Vehicles; Dr. Margaret H. Jones, University of Southern California; John F. O'Brien, New York State Department of Motor Vehicles; Mike Rudisill, Michigan Department of State; Maj. Howard R. Showe, Maryland Motor Vehicle Administration; and Maj. Thomas Tennery, Oklahoma Department of Public Safety. We also appreciate the assistance of Rodger Koppa, Texas Transportation Institute, Texas A & M University.

The staff was assisted during the pilot and field tests by the staff of the Oklahoma Department of Public Safety (DPS). In particular, we acknowledge the help of Maj. Thomas Tennery, Capt. Bill Williams, Capt. John Holland, and Lt. Kenneth Thompson, who were in charge of the DPS effort. We are grateful to the examiners from the Oklahoma City and Tulsa/Jenks examination offices who provided their time and assistance: Jim Doane (coordinator), James Stone, Barbara Gicaletto, David Brandt, Ralph Biggs, Jerry Emmons, Jerry Barr, and Frank Lane.

Two additional volumes complete this report series:

- o Automobile Driver On-Road Performance Test, Volume I:
"Final Report"
- o Automobile Driver On-Road Performance Test, Volume II:
"Administrator's Manual"

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INTRODUCTION

The Automobile Driver On-Road Performance Test (ADOPT) is the product of more than two years of intensive research and evaluation. A discussion of the impetus for the project and a detailed description of the work carried out are provided in the project final report.* A brief background of the study methods is provided below, followed by a discussion of certain characteristics of the ADOPT that distinguish it from most other automobile road tests.

BACKGROUND

The ADOPT was developed from a systematic analysis of critical driving tasks. In the course of the project, National Public Services Research Institute project staff conducted an in-depth review of the literature related to assessment of driver performance and of the research conducted in the development of other on-road performance tests. Candidate behaviors for the ADOPT were screened by panels of experts, and behaviors selected for further consideration were subjected to extensive measurement studies. Those studies assessed the abilities of both novice and experienced drivers to establish standards of performance and helped to identify those behaviors most appropriate for an on-road test. The studies also helped to determine optimal methods of measuring performance.

The ADOPT was evaluated to determine its validity and reliability. Following the development of a preliminary version of the test, the ADOPT was administered to licensing applicants during a pilot test in Oklahoma. On the basis of pilot test results, the ADOPT was revised and extensively field tested, again by administration to licensing applicants in Oklahoma.

At the conclusion of the field test, the ADOPT was prepared in final form. This manual is one of two produced by the project. It was prepared for licensing examiners and explains how to administer and score the test. The other manual provides information and instructions for licensing agency administrators who wish to implement the ADOPT in their licensing operations.

SPECIAL FEATURES OF THE ADOPT

The ADOPT has special features that make it different from most other automobile road tests. You will notice key differences in the methods of assessing and scoring applicant performance.

* Automobile Driver On-Road Performance Test (ADOPT): Final Report. Prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DOT-HS-9-02092, 30 September 1981.

Assessment

1. The ADOPT assesses those behaviors that are critical to the safe operation of an automobile. Behaviors that are not critical to safety are not included in the test. Other road tests assess many behaviors that are not really important to safety.
2. During the ADOPT, you observe only specific performances and only at designated locations on the test route. Performances at other than designated locations are not assessed. This ensures accurate assessment. During many road tests, the examiner must look for any possible applicant error at all times. That makes accurate assessment very difficult. It also detracts from the uniformity of the test since different examiners will look for different errors.
3. Because you assess specific performances at specific locations, you are able at the conclusion of the test to tell the applicant not only the kinds of errors the applicant made but the precise locations at which they were made.

Scoring

1. During the ADOPT, you look for both correct and incorrect performance and score accordingly. This is a more equitable and reliable system of scoring than that used in many other tests in which only incorrect performance is scored.
2. The ADOPT scoring system penalizes applicants who drive very slowly, where such behavior presents a hazard to other road users and indicates unsatisfactory skill levels.

The following sections of this Examiner's Manual list the characteristics of the ADOPT, describe the performances that are assessed, and explain how the test is scored.

CHARACTERISTICS OF THE ADOPT

TYPE OF TEST

The ADOPT is a series of assessments of specific behaviors or performances of an applicant. Examiners make the assessments--called performance checks--at designated locations on the test route. Performance at other than designated locations is not assessed. Up to four performance checks may be made at a given location. Most performances are checked several times during the test. An average test consists of a total of approximately 50 checks.

TEST ROUTE

A specific test route will be designated and must be followed exactly during administration of the ADOPT. Locations for each required performance check will be established on the route. A performance check can be made only where it is called for. Some checks will be called for at specific locations or "points" along the route, while others are called for along segments of the test route or "zones."

ADMINISTRATION TIME

The administration time will vary with the length of the selected test route. The ADOPT is designed to give a reliable measure of an applicant's performance in 10 minutes over a properly selected route.

SCORING METHOD

ADOPT scoring is highly objective. You will judge each performance by using specific criteria. If the performance meets the criteria, it is scored YES. If it does not, it is scored NO. Where you cannot make a valid assessment, the performance is scored N/A (not applicable). Performance at other than designated locations is not assessed.

Total or overall score is the proportion of situations that the applicant handles correctly--like a batting or fielding average. It adjusts automatically for differences in highway and traffic conditions.

Score Sheet

You will be provided with a score sheet to be used in administering the ADUPT. The score sheet has three purposes:

- o It contains route information and lists the locations of required performance checks.
- o It includes instructions that must be given to applicants.
- o It provides space for recording individual performance scores and for calculating the total score.

PASS/FAIL DETERMINATION

Refer to departmental policy for information regarding:

- o Passing score.
- o Conditions calling for test termination.
- o What to do when an applicant violates a traffic law.

PERFORMANCES ASSESSED

The performances assessed by the ADOPT are listed below. Two-letter codes are assigned to each performance. The codes are used on the test score sheet to facilitate reference to the performances. You will quickly learn the codes during training and practice.

LIST OF PERFORMANCES

Code/Performance

H Handling:

- HT Handling: Time
- HD Handling: Direction Changes
- HS Handling: Striking of Boundaries
- HO Handling: Observing
- HP Handling: Position

BA Brake Application

RS Rapid Stop

L Lanekeeping

- LS Lanekeeping: Straight
- LC Lanekeeping: Curve
- LT Lanekeeping: Turn

GS Gap Selection

M Maintaining Speed

- MS Maintaining Speed: Straight
- MC Maintaining Speed: Curve
- MT Maintaining Speed: Turn

S Selecting Speed

- SC Selecting Speed: Curve
- ST Selecting Speed: Turn

O Observing

- OB Observing: Behind
- OR Observing: Rear Quarter
- OS Observing: Side

CL Communicating: Lane Change

RT Restricted Travel

GENERAL GUIDELINES FOR ADMINISTRATION

You will be provided with training and practice in administering the ADOPT so that you will be thoroughly familiar with administration and scoring procedures before using the test with actual license applicants. Here are some things to keep in mind both during practice and afterward during actual ADOPT administration.

1. Always use a calm, natural tone of voice in speaking to applicants. This will help to put them at ease so that they can concentrate on driving.
2. Speak distinctly to make sure that you will be understood.
3. Be consistent: In giving route directions or instructions to applicants, always give them where it is indicated on the score sheet and use the exact words that are on the score sheet. This is necessary to assure that all applicants get exactly the same test.
4. Don't give information or directions other than what is on the score sheet. For example, don't tell applicants when to change lanes or what speed to drive. Repeat the directions if an applicant obviously has failed to hear or understand them.

SCORING

During each performance check, you will observe the applicant's performance and assign one of three possible scores: YES, NO, and N/A. Performance checks are made only at specified times during the test. Applicant performance outside of specified zones and at other than specified points is not assessed.

YES--The applicant is scored YES if the performance meets the criteria for a YES score.

NO--The applicant is scored NO if the performance meets the criteria for a NO score.

N/A--The applicant is scored N/A whenever a valid assessment cannot be made. The applicant must always be scored N/A when:

- o You fail for any reason to make a check.
- o You are unsure whether the applicant performed correctly.
- o Traffic or other conditions prevent the applicant from performing correctly.
- o Conditions that cause the applicant to perform do not arise.

More specific circumstances requiring the use of N/A are listed in the explanations of scoring for individual performance checks.

Filling Out The Score Sheet

1. Remember that applicants are scored only at designated locations on the test route. Performance at other locations is not scored.
2. Don't forget to check correct behavior (YES), as well as incorrect behavior (NO). Be careful not to confuse YES with N/A. When a valid assessment cannot be made, check N/A, not YES.
3. For each performance check, you must mark YES, NO, or N/A on the score sheet. Each performance must be scored to ensure that the total score will be valid.
4. It is best to enter the scores as soon as you have made the performance checks. Do not make more than four performance checks before entering the scores on the score sheet.
5. Never enter scores when it will interfere with your making a required performance check.
6. During any individual performance check, as soon as an applicant performs incorrectly and must be scored NO, you may stop observing performance and enter NO. In combinations of checks, however, observe all performances before you stop observing and enter the scores.
7. Any departmental policy regarding test administration and scoring takes precedence over instructions in this Manual and should be followed.

Calculating The Total Score

To calculate the total or overall score, add the number of YES scores and divide by the total number of YES and NO scores.

$$\text{TOTAL SCORE} = \frac{\text{Total YES Scores}}{\text{Total YES Scores} + \text{Total NO Scores}}$$

In other words, an applicant's total score is the ratio of correct performances to the total number of performances, correct and incorrect. Performances scored N/A are not a factor in the total score.

INDIVIDUAL PERFORMANCE CHECKS

H--HANDLING

Applicant must maneuver the vehicle along a prescribed path, both forward and backward, in tight quarters. The maneuver used to assess this performance is parallel parking, but applicants are not assessed specifically on their ability to parallel park. Instead, five individual aspects of applicant performance are assessed.* As explained below, applicants must always be scored YES or NO for H checks unless the test situation cannot occur because of traffic, weather, or other conditions.

HT--Handling: Time

Applicant must complete the maneuver in 1 minute or less.

Scoring Criteria:

YES Applicant completes the maneuver in 1 minute or less.** Timing begins with backward movement and concludes when vehicle stops in final position.

NO Either of the following must be scored NO:

1. Applicant takes more than 1 minute to complete the maneuver.
2. Applicant gives up or will not even attempt the maneuver.

N/A Traffic, weather, or other conditions prevent the Handling checks from being made.

HD--Handling: Direction Changes

Applicant must make four or fewer direction changes during the maneuver.

* Performance during exit from the parking space is not assessed. Skill is adequately assessed during entry. Also, skills needed to exit the space are assessed by other performance checks that comprise the ADOPT.

** During on-street assessment, if other traffic causes applicant to stop during the maneuver, applicant should be instructed to start over again. For accurate timing, applicant must complete the maneuver without interruption.

Scoring Criteria:

YES Applicant completes maneuver with four (4) or fewer direction changes, backward and forward. Initial backward motion is counted as first direction change.

NO Either of the following must be scored NO:

1. Applicant makes more than four (4) direction changes during maneuver.
2. Applicant gives up or will not even attempt the maneuver.

N/A Traffic, weather, or other conditions prevent Handling checks from being made.

HS--Handling: Striking of Boundaries

Applicant must avoid striking boundaries during the maneuver.

Scoring Criteria:

YES Applicant's vehicle does not strike or touch established boundaries (cones, flag, curb) during maneuver.

NO Either of the following must be scored NO:

1. Applicant's vehicle strikes or touches established boundaries during maneuver.
2. Applicant gives up or will not even attempt the maneuver.

N/A Traffic, weather, or other conditions prevent Handling checks from being made.

HO--Handling: Observing

Applicant must observe in the direction of travel during the maneuver.

Scoring Criteria:

YES Applicant looks in direction of travel during maneuver except to check clearance of front fender.

NO Either of the following must be scored NO:

1. Applicant does not look in direction of travel during maneuver.
2. Applicant gives up or will not even attempt maneuver.

N/A Traffic, weather, or other conditions prevent Handling checks from being made.

HP--Handling: Position

Vehicle in final position must be 12 inches or less from the curb.

Scoring Criteria:

YES Vehicle in parked position is not more than 12 inches (or State legal distance standard) from curb or marking denoting curb. Measurement is taken from part of vehicle farthest from curb.

NO Either of the following must be scored NO:

1. Vehicle in parked position is more than 12 inches (or State legal distance standard) from curb or marking denoting curb.
2. Applicant gives up or will not even attempt maneuver.

N/A Traffic, weather, or other conditions prevent Handling checks from being made.

BA--BRAKE APPLICATION

Applicant must regulate brake pressure in order to stop smoothly at an intersection.

During this performance check, when the applicant brakes, negative acceleration should be less than .3 g. During examiner training and practice, an accelerometer will be used to help you learn to judge the force of acceleration accurately.

Scoring Criteria:

YES Applicant stops vehicle without excessive "lurch" at point of stop.

NO Either of the following must be scored NO:

1. Vehicle does not come to a complete stop.
2. Vehicle lurches or pitches forward excessively at point of stop.

N/A Either of the following must be scored N/A:

1. Traffic, weather, or other conditions cause applicant to stop abruptly.
2. Stop-and-go traffic at the location of the check causes applicant to approach point of stop too slowly to permit a valid assessment.

RS--RAPID STOP

Applicant must bring the vehicle to a stop as quickly as possible without locking the wheels or skidding.

Reference Points are designated on the score sheet and are used to mark the area within which the applicant must stop.

Scoring Criteria:

YES Applicant stops vehicle between Reference Points without skidding.

NO Any of the following must be scored NO:

1. Applicant does not bring vehicle to a complete stop.
2. Applicant does not stop between Reference Points.
3. Applicant's vehicle skids at any point during stop. Skid would be indicated by either a "chirp" of the tires or discernible skidding motion.

N/A Any of the following must be scored N/A:

1. Examiner gives instructions late. (Note: Even if instructions are late, score YES if applicant performs correctly and meets criteria for YES score.)
2. Applicant does not attempt to stop because he did not understand instructions. Failure to understand is indicated only by failure to attempt to stop.
3. Traffic, weather, or other conditions prevent check from being made (for example, applicant is prevented from bringing vehicle up to speed).
4. Examiner is unsure whether vehicle skidded.
5. Examiner could not make the performance check.

L--LANEKEEPING

Applicant must operate within the bounds of proper travel lanes.

Lanekeeping is assessed in three different situations: on a straight portion of the road, on a curve, and in a turn.

LS--Lanekeeping: Straight

Applicant must operate within the bounds of proper travel lane on a straight portion of the road.

Scoring Criteria:

YES Applicant's vehicle remains within bounds of the proper travel lane throughout the check zone.

NO Applicant's vehicle touches or crosses any lane boundaries within the check zone.

N/A Any of the following must be scored N/A:

1. Traffic or other conditions cause applicant to perform incorrectly (for example, to change lanes).
2. Traffic prevents incorrect performance (for example, slow traffic ahead makes it unlikely applicant will fail to stay within lane).
3. Examiner is unsure whether applicant's vehicle touches or crosses lane boundaries.

LC--Lanekeeping: Curve

Applicant must operate within the bounds of proper travel lane while negotiating the entire length of a curve.

Scoring Criteria:

YES Applicant's vehicle remains within the bounds of the proper travel lane throughout the entire curve zone.

NO Applicant's vehicle touches or crosses the boundaries of the proper travel lane within the check zone.

N/A Any of the following must be scored N/A:

1. Traffic or other conditions prevent applicant from performing correctly (for example, traffic causes applicant to change lanes, or applicant must swerve to avoid an obstruction in the roadway).
2. Traffic prevents incorrect performance (for example, slow traffic ahead makes it unlikely applicant will fail to stay within lane).
3. Examiner is unsure whether applicant's vehicle touches or crosses lane boundaries.

LT--Lanekeeping: Turn

Applicant must operate within the bounds of proper travel lanes while negotiating a right or left 90° turn at an intersection.

Scoring Criteria:

YES Right Turn Applicant operates within the bounds of proper travel lanes while turning.

Left Turn All of the following are required for a YES score:

1. Applicant proceeds to midpoint of intersection before turning, and
2. Applicant enters nearest travel lane on new roadway, and
3. Applicant operates within the bounds of proper travel lanes while turning.

NO Right Turn Applicant's vehicle touches or crosses lane boundaries in the turn.

Left Turn Any of the following must be scored NO:

1. Applicant turns before or after midpoint of intersection.
2. Applicant enters wrong lane on new roadway.
3. Applicant's vehicle touches or crosses lane boundaries in the turn.

N/A Either of the following must be scored N/A:

1. Traffic or other conditions cause applicant to perform incorrectly.
2. Examiner is unsure whether applicant's vehicle touches or crosses lane boundaries.

GS--GAP SELECTION

Applicant must accept a proper gap in traffic or reject an improper gap in traffic in a situation where the applicant is attempting to cross traffic, turn left across traffic, or enter traffic to the right.

During training you will learn how to judge whether a valid Gap Selection task is presented and whether the applicant makes the proper decision.

Scoring Criteria:

YES Both of the following are required for a YES score:

1. A valid Gap Selection task exists, and
2. Applicant makes correct decision (accepts a safe gap or rejects an unsafe gap).

NO Both of the following are required for a NO score:

1. A valid Gap Selection task exists, and
2. Applicant makes incorrect decision (rejects a safe gap or accepts an unsafe gap).

N/A Any of the following must be scored N/A:

1. No valid Gap Selection task exists.
2. Vehicle presenting Gap Selection task is speeding or moving very slowly.
3. Vehicle presenting Gap Selection task increases or decreases speed, stops, or turns before reaching intersection.
4. First approaching vehicle is not in lane to be entered by applicant (right-merge or right-turn situation only).
5. Traffic or other conditions prevent applicant from performing correctly (for example, pedestrian or vehicles ahead block path of applicant vehicle).

M--MAINTAINING SPEED

Applicant must maintain an appropriate speed. Maintaining Speed is assessed in three different situations: on a straight portion of the road, on a curve, and in a turn.

MS--Maintaining Speed: Straight

Applicant must maintain a speed within 5 mph of the posted limit on a straight portion of the road.

Scoring Criteria:

YES Applicant maintains a speed that is no more than 5 mph under the posted speed limit.

NO Applicant operates at a speed more than 5 mph below the posted limit.

N/A Traffic, weather, or other conditions prevent applicant from maintaining speed.

MC--Maintaining Speed: Curve

Applicant must maintain a speed within 5 mph of the posted speed limit while negotiating the entire length of a curve.

Scoring Criteria:

YES Applicant maintains a speed that is no more than 5 mph below the posted speed limit throughout the entire curve zone.

NO Applicant operates at a speed more than 5 mph below the posted limit.

N/A Traffic, weather, or other conditions prevent applicant from maintaining speed.

MT--Maintaining Speed: Turn

Applicant must maintain a speed within 5 mph of normal speed while negotiating a turn at an intersection.

Scoring Criteria:

- YES Applicant does not drop more than 5 mph below the speed designated as "normal" on the score sheet at any point in the turn.
- NO Applicant drops more than 5 mph below the speed designated as "normal" on the score sheet at some point in the turn.
- N/A Traffic, weather, or other conditions prevent applicant from maintaining speed (for example, pedestrian in turning path causes applicant to stop.)

S--SELECTING SPEED

Applicant must select an appropriate speed for safe operation. Selecting Speed is assessed in two different situations: on a curve and in a turn.

SC--Selecting Speed: Curve

Applicant must select speed to negotiate a curve and must not brake at the apex of the curve.

During this check, lateral acceleration must be less than .4 g in the curve. An accelerometer will be used in training to help examiners learn to judge lateral acceleration accurately.

Scoring Criteria:

YES Both of the following are required for a YES score:

1. Applicant negotiates entire curve without causing excessive lean (or side force), and
2. Applicant does not apply brake at apex or sharpest point of curve. (Apex of curve will be specified during practice.)

NO Any of the following must be scored NO:

1. Examiner experiences excessive lean (or side force) on the curve.
2. Applicant applies brake at apex of curve.
3. Applicant takes curve too slowly and impedes traffic.

N/A Either of the following must be scored N/A:

1. Weather, surface, or traffic conditions dictate operating speed so that speed adjustment is unnecessary.
2. Pedestrians, traffic, or object in roadway causes applicant to perform incorrectly (for example, to apply brake at apex of curve).

ST--Selecting Speed: Turn

Applicant must select speed to negotiate a turn at an intersection and must not apply brake after initiating the turn.

In the turn, lateral acceleration must be less than .4 g. During examiner training and practice, an accelerometer will be used to help examiners learn to judge lateral acceleration accurately.

Scoring Criteria:

YES Both of the following are required for a YES score:

1. Applicant completes turn without causing excessive lean (or side force), and
2. Applicant does not apply brake after the turn begins or at any time during the turn.

NO Any of the following must be scored NO:

1. Examiner experiences excessive lean (or side force) in the turn.
2. Applicant applies brake after turn begins or at any time during the turn.
3. Applicant takes the turn too slowly, impeding traffic, or actually stops.

N/A Either of the following must be scored N/A:

1. Weather, surface, or traffic conditions dictate operating speed so that speed adjustment is unnecessary.
2. Pedestrians, other traffic, or object in roadway causes applicant to perform incorrectly (for example, to apply brake during the turn).

O--OBSERVING

Applicant must observe for the presence of other road users. Observing is assessed in three different situations: when a check behind is required, when a check of the rear quarter is required, and when checks to the sides are required.

OB--Observing: Behind

Applicant must check the inside rear-view mirror to determine the presence and distance of other road users prior to slowing or stopping.

Scoring Criteria:

YES Applicant directs eyes to rear-view mirror after examiner gives the route instructions and before applying the brake. (Route instructions are the instructions that tell the applicant to turn, stop, etc., thus requiring applicant to check the mirror.)

NO Either of the following must be scored NO:

1. Applicant fails to check rear-view mirror after route instructions are given.
2. Applicant applies brake before checking rear-view mirror.

N/A Examiner not sure whether mirror check preceded brake application.

OR--Observing: Rear Quarter

Applicant must make both mirror and over-the-shoulder checks to determine the presence and distance of other road users prior to slowing or stopping.

Scoring Criteria:

YES Both of the following are required for a YES score:

1. Applicant makes an over-the-shoulder check (turns head approximately 90°) in direction of lane change or merge, and
2. Applicant directs eyes to side mirror on correct side before movement toward new lane.

(If vehicle has no right side mirror, applicant must check inside rear-view mirror before a lane change or merge to the right. Order of checks is not considered in scoring.)

NO Any of the following must be scored NO:

1. Applicant fails to make over-the-shoulder check.
2. Applicant makes over-the-shoulder check in the wrong direction.
3. Applicant fails to check mirror.
4. Applicant checks wrong mirror.
5. Applicant initiates movement before making proper checks.

N/A Either of the following must be scored N/A:

1. Lane change or merge does not occur.
2. Examiner is unsure whether checks preceded movement of vehicle.

OS--Observing: Side

Applicant must observe to the sides to determine the presence of cross traffic prior to turning left at an intersection or crossing two-way traffic.

Scoring Criteria:

YES Applicant checks to the sides (turns head approximately 45° in both directions) before turning left or proceeding through the intersection. (Left/right sequence of checks is not a factor in scoring.)

NO Any of the following must be scored NO:

1. Applicant does not check to the sides.
2. Applicant checks to the sides after entering the intersection.
3. Applicant checks to the side in one direction only.

N/A Examiner is unsure whether checks preceded movement of vehicle.

CL-COMMUNICATING: LANE CHANGE

Applicant must signal prior to changing lanes or merging with other traffic.

Scoring Criteria:

YES Both of the following are required for a YES score:

1. Applicant activates turn signal before movement toward new lane, and
2. Applicant cancels signal within 5 seconds after occupying new lane.

NO Any of the following must be scored NO:

1. Applicant fails to signal.
2. Applicant activates signal after movement toward new lane.
3. Applicant signals wrong direction.
4. Applicant fails to cancel signal within 5 seconds after occupying new lane.

N/A Either of the following must be scored N/A:

1. Lane change or merge does not occur.
2. Examiner is unsure when signal was activated or canceled.

RT--RESTRICTED TRAVEL

Applicant must obey a travel restriction imposed by signs, signals, or roadway markings.

Scoring Criteria:

YES Applicant keeps vehicle in a legal travel area. Wheels may touch the boundary of a restricted area but must not cross into the restricted area.

NO Either of the following must be scored NO:

1. Applicant does not keep vehicle in a legal travel area.
2. Wheels cross into restricted area.

N/A Any of the following must be scored N/A:

1. Traffic or other conditions prevent applicant from performing correctly (for example, pedestrian suddenly enters path of applicant's vehicle causing applicant to enter a restricted area).
2. Examiner is unsure whether vehicle wheels cross into restricted area.
3. Boundaries of restricted area are unclear or obscured.